

climbing and then circled so that her commander and pilots might look upon the other seaplanes, struggling to get their tremendous weight—28,200 pounds—off the water with their tremendous power—1,600 horsepower. So long was the battle between gravity and gasoline that the NC-4 descended, landing eighteen minutes after her first start. The NC-3, flagship of the fleet, with Commander Towers, the impetuous thirty-four year old leader of the expedition, made three unsuccessful attempts to raise herself into the air.

#### Order of the Start.

Then at 7:32 P. M. (Newfoundland time) the flagship rose lightly off the water, as if ashamed of her bad behavior, and two minutes later the four followed her as easily. Then came the One, the veteran of the fleet—the original NC ship—her wings, dull even in the sunlight, for they were gray as became a veteran. Rather than a creamy white like those of her sisters. In the forward cockpit sat Lieut.-Commander "Pat" Belinger, also a veteran, the first American flyer to sail over enemy lines, an exploit he performed when the United States was knocking at Vera Cruz, the front door to Mexico. The NC-1, some seven minutes after the four had left her alone on the water rose without fuss in a businesslike way, as a veteran would.

The planes all hopped off the water near the narrows of the bay, passing over the hump of land called Powell's Head a hundred feet above it. Then, for a moment, over the water, the four took a V formation, for the seaplanes are duly commissioned ships of the United States Navy and will proceed to the Azores in naval style. The four and three took the tips of the wings and the one followed behind them.

#### Disappear Into the Evening.

It seemed to those on shore that once clear of the surrounding land the planes speeded up a bit, as if relieved to pass the land behind them. This may have been, however, because navy hands were on the throbbles. The heavily laden seaplanes gradually climbed upward away from the water until they were at 600 feet and gradually nearing the great sea of land. The four and three were the last sight of land until the little island of Corvo, six miles long and three miles wide, 1,200 miles around the curve of the earth, is sighted. They faded into the eastern horizon as a snowflake melts into water.

It was not until the seaplanes had disappeared on their hazardous flight—a flight which may mean a new epoch in aerial navigation or merely disaster to three good ships somewhere in the water Atlantic—it was not until the eastern sky was blank that those on shore realized how madly they had been cheering—both the undermanned Newfoundlanders, whose sympathies should have been with the British flyers further north, still waiting for the ninth of prospects and the "mother" ships which had lost their children.

#### Kept in Touch by Wireless.

"It takes strong throats to vie with the roaring chorus of twelve 400 horses—power engines—of the journey—but those on shore had such throats. It meant nothing to them that the voyagers themselves could hear nothing save the rattling under of their engines. It was their only way of wishing the aeronauts good-bye and demonstrating their admiration for the men who were heading out to a night above an unseen ocean in crafts whose very life in the air depends upon the unfailing beat of engines which though the best man has made are fallible after hours of racking speed."

Although out of sight, the voyagers are not out of hearing of their fellows, for each ship has on it a wireless which can talk with ships for 200 miles. They have another reliance also, the chain of destroyers which stretches beneath them. One of these fast little vessels is stationed every fifty miles of the journey, a very short distance on the map, but a mighty stretch in the middle of the Atlantic—in a frail airplane feeling its way along among strange winds, a direction finder which depends upon the situation of stations many hundreds of miles away to indicate its own position.

#### Crews Carefully Chosen.

The men who set out on the journey—all picked men, chosen for a dozen qualities—pluck, endurance, physical strength, knowledge of sea and air and technical training—are of the regular navy, the reserve which stepped from civilian ranks when the war call came, and the Coast Guard, which is a part of the navy in time of war. With Commander Towers on the flagship are Commander H. C. Richardson of the Construction Corps, U. S. N., who more than any other man had to do with the building of the seaplanes, and Lieut. David H. McCullough, a reserve man who was called back from civilian life because of his skill as a pilot. These two men are pilots. Lieutenants C. A. Lavender of the regulars, one of the most skilled wireless men of the navy, acts as radio operator on board, while the task of keeping the four great twelve cylinder engines in good humor and syn-

chrony falls to Machinist L. R. Moore and Lieut. (junior grade) B. Rhodes, both regulars.

With Lieut.-Commander Read in the kitchen, the NC-4 are Lieut. E. F. Stone of the Coast Guard, and Lieut. (J. G.) Walter Hinton of the Regulars, pilots; Ensign H. C. Rodd of the Reserve, radio man, and Lieut. J. L. Brees, Jr., of the Reserve and Chief Machinist's Mate E. S. Rhodes. Concerning Lieut.-Commander Read this should be said: He is the tightest man on the flight, and, so his crew agree, about the pluckiest. No trouble is too big for him to handle, and even though his engines twice dropped him on to the surface of the ocean miles out at sea he got his ship to Trepassay notwithstanding, and got there with his appetite for the big flight merely whetted by accidents which will have a very grave result should they recur at sea.

#### Added Man in Each Crew.

With Lieut. Patrick N. L. Bellinger and his smile, for his smile is at least as noted as his himself—on the dull colored NC-1 are Lieut.-Commander M. A. Mitchner of the Regulars and Lieut. L. T. Barin of the Reserve pilots, Lieut. (J. G.) H. Sadoway, radio man, and Chief Machinist's Mate C. I. Keeler and Machinist R. Christensen, both of the navy.

It originally was planned to make the big jump with only five men apiece in the crews, leaving behind at Trepassay the Lieut. Rhodes and Brees, and Machinist Christensen. On the trip north from Rockaway, however, Commander Towers found these men worth their weight in gasoline—no higher compliment in aviation, as all connected with it will affirm.

Concerning the commander of the expedition it should be said that during the troublous days of planning the flight at Washington, when the planes—except the NC-1—never had taken the water.

Praise of Commander Towers is premature at this stage of the game, but it should be pointed out that he set the date of the start of the flight at May 14 some two or three months ago, and has been compelled by all the vicissitudes that the ship has passed through in the course of construction, trying out and actual flight to postpone it only two days—a record in the uncertain science of aviation, as all connected with it will affirm.

**More Than 1,700 Gallons of Fuel.** When the seaplanes took off to-day with their slush man aboard each weighed approximately 28,200 pounds. Of this the planes themselves weighed 18,100 pounds, so that the gasoline, supplies, men and oil aboard weighed 10,100 pounds. The crew and provisions weighed about 1,200 pounds, the oil about 900 and the gasoline somewhere between 10,000 and 11,000 pounds, from 1,700 to 1,800 gallons of fuel.

The first hour of flying, with the four engines turning over at their fastest, will burn up 650 pounds of gasoline. Thereafter the amount will diminish steadily as the gradual lightening of the machine by the burning of its fuel will do away with the strain on the engines. It is planned to shut off one engine some hours after the start of the flight, for by that time three engines will support the weight of the machine. This motor will be of great use in case one of the others goes wrong under the long strain. At the end of fourteen hours of flying to-morrow morning another motor will be throttled down to idling speed and the lightened planes will fly on two. By this time they will be burning only 350 pounds of gasoline each hour.

#### First Three Hours Crucial.

It is known that the part of the flight which Commander Towers regards as crucial is the first or the second hour of the air. In those hours the engines, under their greatest strain, will not be warmed to their best efficiency; fog and hazy winds around the banks may be encountered, and any defect of engine or engine is likely to make itself felt. Once through the first hours of flying in the frigid air above the ice studded waters of Newfoundland, Commander Towers will enter the night with great confidence, for in his opinion the worst of the journey will be past.

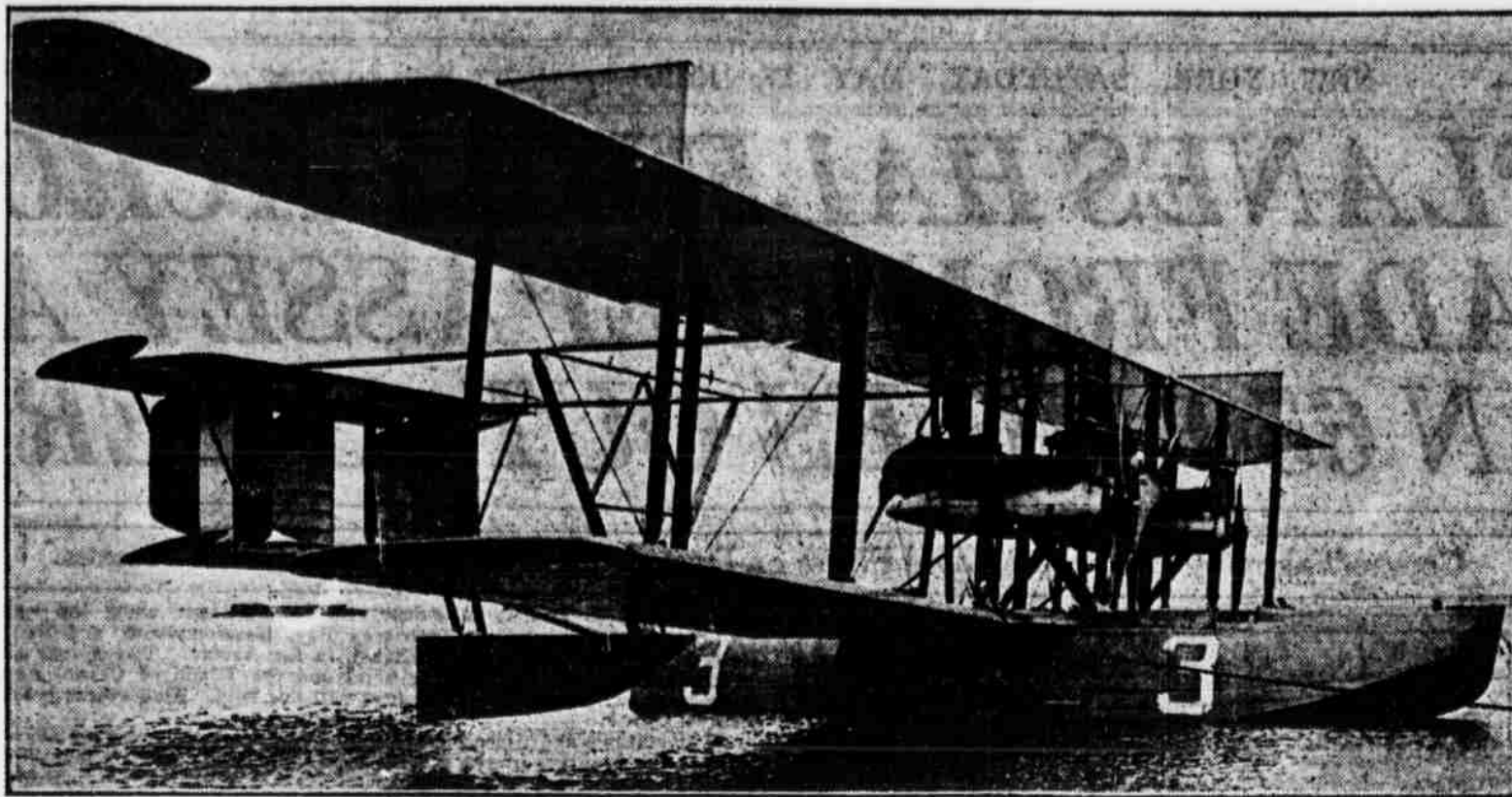
It will rest upon his shoulders principally to navigate surely and steadily during the nineteen hour flight toward the tiny island of Corvo, a small mark at 1,200 miles distant. In the first links of the chain of destroyers will aid him to be sure with their searchlights, flares and illuminations, but there is danger of a link out of place, a sudden shift of the wind, which over a black, invisible ocean cannot be detected, with the result that the planes might shoot off their course and waste precious gasoline on a false direction.

If one plane goes down in such shape that the aviators are in imminent peril of their lives one of the other planes will stop, but other than the work of rescue will be left to the destroyers, for the orders are to make the Azores, and politeness is taboo.

#### Most Powerful Planes in World.

While not the largest the NC flying boats are the most powerful airplanes in existence at the present time. They have four great Liberty motors, each of twelve cylinders, thrust the heavily laden planes through the air with a force of sixteen hundred horse-power. Even now, sixteen years after the first motor propelled airplane flight, when every child understands the primary principle of heavier than air flight, it is hard for many people to believe without seeing the raising of millions of tons of wood, metal, fabric and fuel, thousands of feet

## NC-3, Flagship of Seaplanes, in Which Commander Towers Flies



Into the air, and the propulsion of this heavy, air impeded matter horizontally at more than a mile a minute speed for hours at a time.

### U. S. Fliers Make 457 Loops in 114 Minutes

WASHINGTON, May 16.—Making 457 consecutive loops during a flight lasting one hour and 54 minutes, Lieuts. Ralph J. Johnson and Mark R. Woodward set a new world's record to-day at Carlstrom Field, Arcadia, Fla.

The making of the new record was announced by air service officers here, who said a Lapere two seater fighting plane was used.

ring propellers, sit the two pilots, side by side. In the rear, behind the pusher propeller, is the compartment occupied by the engineer and the radio man. At any time during the voyage a man may stretch out at length within the hull, shielded from wind and cold alike. All the members of the crew are connected together by telephone, of which the receivers are a part of the helmet. The diaphragm or vibrating disk of the telephone is so arranged that the roar of the motors beats equally on both sides, thus equalizing, and leaving the disk free to record the conversation of the aviators.

In addition to this the commanding officer and the radio man are connected directly with the radio telephone, by which they may talk at will to another plane, a patrol vessel or a land station. To show how carefully all details of weight and space are worked out, the stools upon which the radio man and engineer sit, weighing five pounds each, have stored within them the small hand tools required for emergency work.

The speed of the ship in nautical miles—for the planes are commissioned as regular ships in the United States Navy and are navigated strictly as a surface vessel—is 73 knots, fully loaded, and 84 knots lightly loaded. Eighty-four knots is reckoned of course, on the basis of comparison with land machines is nearly 97 miles an hour. The cruising speed of the planes—the speed at which they fly on long journeys—is 43 knots. At this speed the NC boats have a radius of about 1,476 nautical miles, or some 276 nautical miles more than is necessary to reach the Azores.

Assuming that neither favoring nor retarding wind is blowing, the gasoline consumption at this cruising speed is 650 pounds per hour. If this consumption was constant it would not be possible for the NC boats to reach the Azores without stopping for fuel, but it is not constant. The rate of consumption of the motors goes down after the load has been diminished after some hours of burning gasoline. Thus the rate of gasoline consumption drops to 340 pounds in the first hour to 340 in the last hour, when the machine will be very light.

#### Windmills Pump the Oil.

The pumps forcing the gasoline up to the level of the four motors are wind driven by small wooden propellers placed in the blast of the great driving propellers. They are in duplicate, and in addition there is a hand operated pump for emergency use. Electric current is generated by the same small windmills and is stored in batteries until used for operating the wireless, electric lighting system within the hull, lights for night landing, and wing and tail lights much like those of an automobile. This simple system provides "juice" for the wireless set which is capable of sending a distance of 300 miles when the NC boat is in the air, permitting the use of a long trailing aerial, and of 150 miles when on the water, when an aerial above the upper wing is used.

Complete sets of instruments, including air speed indicators, altimeters, compasses, gasoline and oil gauges, &c., are provided for every member of the crew. The navigator has also the usual, and some special, navigating instruments.

The area of the wings is 2,350 square feet; of the ailerons, planes located at the outer rear end of the top wings, which by their movements prevent the plane from tipping to one side or the other and aid in banking in going around turns, 265 square feet; of the stabilizer, 257.8 square feet; each elevator, 240.1 square feet; and of the rudder, 69 square feet.

The flying control is of the dual control Deperdussin system, with side by side seating. Either pilot may take control at will without changing his seat.

#### Weight Saving Important.

In every possible way effort is made to eliminate weight. The main structure is of Western spruce, strong yet light. The metal wing fittings and structural fittings in the fuselage are of aluminum alloy of an ultimate strength of 160,000 pounds per square inch. All flying, landing and control wires are of standard woven airplane cord wire. The wing covering is linen treated with the ordinary airplane fabric "dopes" or varnishes. All wire, struts and the aluminum cowling about the engines are streamlined to prevent resistance to the air. The main keels of the boat hull are of oak, although the hull structure in general is of spruce.

Access to any portion of the boat is by means of swing passages. The engines may, of course, be reached and adjusted while the ship is in the air. In order to avoid strain upon the pilot all control surfaces, such as ailerons, rudders and elevators are balanced by a portion of the area forward of the pivoting points in order to make them move easily.

## SMOKE AND LIGHT MARK THE COURSE

Continued from First Page.

sweep up from any quarter upon the seaplanes without warning five or six hours and probably much longer. For the members of the crew are connected together by telephone, of which the receivers are a part of the helmet. The diaphragm or vibrating disk of the telephone is so arranged that the roar of the motors beats equally on both sides, thus equalizing, and leaving the disk free to record the conversation of the aviators.

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Between the destroyers during the flight are signified by the number of the station the ship is occupying. The number of the station is displayed on its deck the number of its station in letters large enough to be seen by day or by night from a height of 3,000 feet. The numbers are about eight feet high, black on a white background during the day and are illuminated at night. Thus Commander Towers looking down upon the number 16 knows even if the wireless of his plane is out of service that he is over the destroyer Hopewell, stationed in latitude 41 degrees 19 minutes north, longitude 34 degrees 74 minutes west, and that he has 300 miles to go to reach the Azores.

If while off station a destroyer sights any plane, whether known to be engaged in the transatlantic flight or not, it is ordered to signal to the plane the duty it is on and if desired the true course to the next vessel on station. All ships in the vicinity are instructed to proceed with all possible speed in answer to S O S calls from seaplanes and make every effort to assist in repairs necessary to continue the flight. In the event that the disabled seaplane cannot proceed and conditions make towing it back to the base hazardous or impossible the destroyer is instructed to rescue the crew and to save the engines, instruments and other parts of the plane possible.

#### No Long Stops to Be Made.

As soon as the seaplanes started word was flashed to the battleship Arkansas, at Plymouth, England, to proceed to her station south and west of the British Isles, where she will gather meteorological data for the flight to Lisbon, Portugal, and to Plymouth, England.

There will be no stops of long duration during the trip from Newfoundland to continental Europe. The 1,000 mile trip up the coast of North America was regarded by Commander Towers and his associates purely in the light of experimental flights and not as part of the transatlantic flight. As much speed as possible will be made, with as few and as short stops as possible, will be made until the planes reach Lisbon.

The planes, according to the plans made last month, will fly at a height of from one to two thousand feet, but may rise to 5,000 feet if air currents at that height are heading toward the Azores. At a height of one mile a seaplane, even though all its engines stopped, could glide five miles. As the seaplanes will at no time during the flight be further from a destroyer than twenty-five miles, the midway distance between the station ships, this gliding ability may be of great use in the event of a forced landing on a rough sea.

On sighting the tiny island of Corvo Commander Towers may order his planes to stop at the port of Horta, on the island of Flores, where the Columbia, with 1,000 gallons of aviation gasoline and seventy-five gallons of

aviation oil, spare parts and supplies, is waiting. If the leader thinks his men and seaplanes can stand the strain of an additional 150 nautical miles after their twenty-four hour trip he will proceed to Ponta Delgada, where the Melville, with 6,000 gallons of gas and 400 gallons of oil, is waiting. Mechanics who know the intricacies of the NC craft will be waiting to go over the planes and groom them for the 800 mile jump to Melville and the radio tower at Shawmut, also laden with fuel and supplies, is waiting.

## EXPECTED AT AZORES AT 1 O'CLOCK TO-DAY

Destroyers Relay News of the Passing Fliers.

WASHINGTON, May 16.—An official report from Trepassay Bay, received to-night, said weather conditions along the seaplanes' route were the strain of the day was made and if the winds then prevailing continued the airships should reach the Azores in nineteen hours or about 1 P. M. to-morrow, Washington time. Immediately on receipt of the official despatches announcing that the seaplanes were on their way at last for Europe the Navy Department sent broadcast to all ships at sea and the radio tower at Europe the fact that the aircraft had taken wing.

The effect of a flash sent over the wireless from the Azores by the Navy Department announcing that the flight had started was expected to be that radio operators ashore and aloft would be keyed to a high pitch and make every possible effort to obtain and forward information as to the progress of the flight. This makes it possible that reports will reach the Department from wholly unexpected sources, telling of the flight across the Atlantic as the planes proceed.

Promptly on the start, also, announcements went by radio along the line the fliers were to follow, leaving from the station at Corvo and also at Horta, on the southeast coast of the island of Fayal, in case a forced landing is necessary. Two American destroyers are being held here in readiness to go to the assistance of the aviators if they are unable to find the harbor and are compelled to alight on the open sea. All the destroyers between the Azores and Lisbon are in position.

## LIBSON AWAITS PLANES.

Two U. S. Warships and Weather Sharp There Already.

Lisbon, Portugal, May 16.—Lisbon is all prepared for the arrival of the American transatlantic seaplanes. Two American warships are in the Tagus River and a meteorological mission daily is studying atmospheric conditions from the observatory.

## PLAN FIGHT ON BOLL WEEVIL.

Proposal to Stop Cotton Growing for a Year Made in Florida.

TALLAHASSEE, May 16.—Prevention of cotton growing for a year to eradicate the boll weevil, which causes \$100,000,000 damage annually, is proposed by Representative Eli Fitch, who today introduced a concurrent resolution in the Florida House of Representatives. The resolution provides that the Federal Secretary of Agriculture be requested to recommend to Congress and Legislatures of cotton growing States the enactment of legislation to carry out the plan for a sabbatical year for the cotton growing industry. The plan is said to be widely endorsed.

## LANDING SPOT READY IN AZORES HARBOR

Supply Boats Also Stationed at Convenient Points.

By the Associated Press.

PONTA DELGADA, Azores, May 16.—Final preparations were made to-night to receive the American naval seaplanes which are expected to arrive to-morrow, and the section of Ponta Delgada harbor where the planes will be moored has been cleared of all craft to allow safe landing. The weather, which was rainy and foggy to-day, is clearing to-night. If the seaplanes follow the scheduled course they will first sight land at

## THE GOLDEN MEAN

Dietitians generally agree that an all-meat diet is harmful to the human system.

They are equally unanimous in the opinion that an all-vegetable diet is inadequate.

The best results in health and vigor are obtained by the avoidance of either extreme.

The golden mean is found in the judicious combination of meat and vegetables.

At CHILDS such combinations are obtained in beef stew, lamb stew and corned beef hash.

—If a solid diet is preferred—roast beef, corned beef, frankfurters, with potato salad.

CHILD'S

Corvo, which is 175 miles west of Ponta Delgada. Supply boats have been stationed at Corvo and also at Horta, on the southeast coast of the island of Fayal, in case a forced landing is necessary. Two American destroyers are being held here in readiness to go to the assistance of the aviators if they are unable to find the harbor and are compelled to alight on the open sea. All the destroyers between the Azores and Lisbon are in position.

Intense interest in the flight is being manifested here, hundreds of persons crowding the waterfront daily awaiting the fliers.

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## ALLIES OWE U. S. \$ 9 BILLIONS.

Britain Gets \$50,000,000, Belgium \$1,390,000 More.

WASHINGTON, May 15.—The Treasury to-day announced establishment of credits in favor of Great Britain of \$50,000,000, making a total for Great Britain of \$430,000,000, and in favor of Belgium of \$1,390,000, making Belgium's total \$340,000,000. Total credits to all Allies now are \$9,370,219,000.

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**Solitaire Diamond Rings**

Ever Held in New York City

The story behind this extensive purchase of genuine diamonds is too lengthy for detailed description, but a fact of extraordinary importance to you is this—we secured these diamonds at such a very low price we are able to offer them to you for

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The demand for diamonds is without precedent, but production is lower than has been known for over sixty years, a fact which makes the purchase of a diamond now an exceptionally fine investment. Here are the prices:

52/100 Karat -	\$95.00	1 25/100 Karat	\$395 to \$575
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76/100 Karat -	265 to 290	2 16/100 Karat	1,062.00
1 Karat -	375 to 465	Others from	38.50 to 1,252.00

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